



Booker
at Goodwood
June 28 –
July 1

The Booker Newsletter

All members wishing to fly during the Olympics must read the rules. See Page 2

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Geoff is away at a comp in France so we wish him better luck with the weather than we are getting for the 15 metres at Lasham. Despite that we have some impressive achievements, an attractive offer to lure you to Goodwood, good news from Graham M on launch charges, more details on Thame plus an article by the editor on thermal interference. Finally Gary Nutall gives us the low down on the new look RASP. Many thanks to all the contributors.
William

From The Deputy Chairman

Dear fellow members

The good news is that Club membership is on the increase. With subscriptions paid we can report an increase in full members over last year. Those members who left us had very good reasons for leaving, and we wish them well. There has been a further increase in the numbers of private owners and with that a greater interest in cross country flying. With the weather as it has been there has been little opportunity to develop our soaring skills. However the weather will change for the better (trust me I'm a pilot).

At Booker we pride ourselves in the ability to run good expeditions offering members the opportunity to fly in different and sometimes more challenging conditions and environments. They are well supported and those who have been on them will tell you how much fun they have had.

We are looking forward to the Thame expedition and the associated task weeks, giving us the opportunity for a concentrated period of flying from a different location. We will also be able to judge how much demand there is for this type of activity. It has been suggested that we should consider an expedition abroad next year to a site which offers the opportunity for good cross country flying for all abilities. Please let us know what you think.

We will be exhibiting at the Goodwood Festival of Speed from the 28th June to the 1st July, please contact the office if you can spare some time to help out on our stand. Not only is there the potential to recruit new members, which will benefit us all, but it will be a fun day out.

Wishing you enjoyable flying.

Denis Campbell

From the CFI

You can tell the Competition season has started and combined with an extra long bank holiday the fact the temperature has plummeted and the rain has returned to a level that would require a canoe to transit across the airfield is hardly surprising. However before this we had a taste of summer with high temperatures and some good conditions and a number of people going solo and achieving great things.



There's also been a decent number of cross countries being flown out of Booker when we've had the weather but no matter how small or how slow your cross country is please put it on the BGA ladder. It allows the rest of the world to see that Booker is at least alive and kicking and also what's been going for those that are stuck elsewhere. If you need any assistance with setting up a ladder account or aren't sure what to do with it ask any of the self proclaimed experts kicking around the club.

Unfortunately the Olympic airspace will not be going away and despite our move to Thame it is imperative you study these airspace limits. As such, I urge you to get familiar with all the briefing material that is available to ensure no costly mistakes are made as well as limiting the impact to your gliding season. There are many portals where you can access these include:

-<http://airspacesafety.com/> this is by far the best website to access all the relevant information

-<http://www.gliding.co.uk/bgainfo/airspace/olympics.htm>

- Booker Gliding Club Safety Notice Board – Paper copies will be placed on here
- Current CAA charts – When you buy your new map you will find a separate map showing all the restrictions
- There are also various websites that are supplying airspace files for your GPS and flight computers for the period.

There will also shortly be an Olympic airspace declaration form that will need to be signed for anyone that wishes to fly solo or instruct during the period. The purpose of this is to confirm that you have read the briefing material and accept responsibility for your actions with regards to avoiding the prohibited zone. I appreciate that some of might like to see a Eurofighter Typhoon up close and personal, but I'd rather you didn't give the military an excuse to flex their muscles. Whilst on the subject of airspace there has been yet another infringement by gliders into a Red Arrows restricted airspace. This time it was up at RAF Scampton so I'm sure it was none of you. However, I take this opportunity to remind you to check your NOTAMS and also respect any prohibited zones such as parachute drop zones. I'd also like to point out that the club gliders are owned by all of you and when you fly them, especially the Duo and the single seaters, it is etiquette that the glider is cleaned at the end of day. I would hate for us to go down the route of a club where you get fined if you leave a glider dirty.

Finally good luck to all the Booker members that are representing the club across the UK and France in the next month.

Safe flying,

Mike

From the DCFI

There seems to be an element of déjà vu with the news letters of late, opening with comments on the fickle nature of the weather. May was no exception with sleet covering the air field (where it wasn't flooded) at the beginning of the month with a few great days soaring followed by the second heat wave of the year before the wet set in again. It has to get consistently good soon (please).

Its good to see that when the weather gets good that the launch point gets busy but please don't forget to remain current even when the weather isn't so good – there have been many days where practicing your soaring skills in weak conditions will be beneficial. The motor glider is now up and running and you should take the opportunity to refresh your field selection and landing skills (contact the office for availability). Unfortunately the Task week had disappointing weather with only one day (the last) which several pilots took advantage of.

One thing that has been noticeable recently are the number of bugs this season. Please remember to wash club gliders before you put them away and leave them how you would like to find them – looking after the kit maintains their value (and after all as club members we all 'own' a share) and ensures you are getting maximum performance out of it, also a dirty canopy can be downright dangerous if you can't see out clearly. The club tries to ensure there are cleaning materials by the hangar but why not keep a bucket, sponge and leather in your car so you know you can find them to use.

Looking forward we have the Serres expedition in early June (keep an eye on the Blog for updates) and from 14th July the club exodus to Haddenham airfield whilst the airspace restriction due to the 2012 Olympics are imposed. The safety notice boards in the club house have relevant information. Please make sure you read it. The key difference with the restrictions being implemented for the Olympics is that they will be very actively monitored and ANY infringement is likely to result in follow up of the individual. However in spite of these restrictions, as long as we fly and display the highest levels of airmanship and don't breach the restrictions there are no reasons why we cannot and should not enjoy our sport to the fullest and not allow any of this to stop us having fun and pleasure from the sport.

Stay current, stay safe

Doug

Members' achievements

1st Solo's

Zeljko Livancic

Duncan Sharp

Chris Burns

Bronze C

David Baker

K18 Conversation

Duncan Sharp

Motorglider License

Richard Crockett

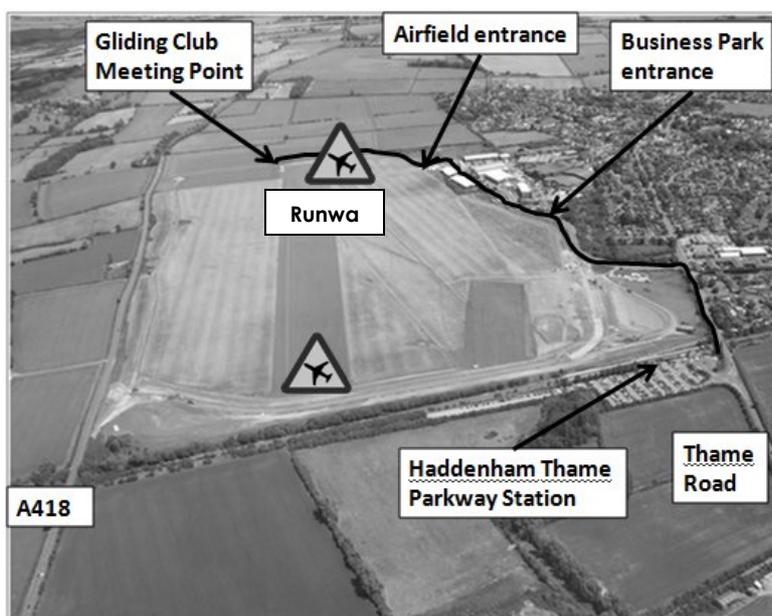
New Tugpilot first solo in GH

Ibo Gokmen

Congratulations to all these members for achievements in one of the wettest May months on record.

Thame Haddenham- how to get there

From the M40 Junction 7, take the A329 towards Thame. After about 3½ miles take the second exit onto the A418 towards Aylesbury (also signposted to Haddenham and Thame Parkway station), follow the A418 for another 3 miles before turning right onto the Thame Road following the signs for the station and proceed to Haddenham Business Park. Once at the business park, go through the entrance and follow the road to the left for about another 500 metres and where the road turns sharp right take the gravel track on the left to a set of gates leading to the airfield perimeter track. Follow the track round to our sign-posted meeting point on the airfield.



Be aware that there may be aircraft in the process of landing and taking off. Please keep a good look for landing aircraft (gliders and tow planes) and give way to all landing aircraft and cross the strip quickly, park your car with the other parked cars.

Sometimes the winch is at the end of the runway. **Keep well clear if a launch is in progress** and stay on the perimeter track well to the side of the winch. Only proceed if the winch isn't operating.

Airfield Address

Haddenham Business Park
Thame Road
Haddenham
Aylesbury
Buckinghamshire
HP17 8LJ

Doug Hilton

Thame – Operational update

Our expedition to Haddenham airfield during the period of the 2012 Olympics is somewhat rushing up on us but arrangements are in place for us to operate as normal, just from Haddenham and not Booker. The clubs 2 seaters and single seaters with the exception of the K18 and Falke will be at Haddenham as will the tugs; private owners are encouraged to bring their trailers over and to fly their gliders from there. The 'license' from the CAA to allow winching from the site for the period has been granted and the NOTAM advising of Intense

Gliding activity including Winch Launching and Aero Towing out to 5 miles out and up to the base of notified airspace will be issued shortly.

As part of the preparation we are meeting with several of the other local flying sites and airfield operations teams to share what we are doing and ensure we are all fully briefed to minimise the risk of any conflicts or incidents. It is particularly refreshing to have offers of support from other airfield operators to assist with options of fuel or hangarage in bad weather and routing their training operations away from Haddenham whilst we are there.

We will be putting out information relevant to everyone in the next newsletter and it will be available from the office nearer the move date e.g. where to park cars, trailers- when the airfield will be open to enable them to be moved out.

Its going to be a lot of fun – don't miss out.

Doug Hilton

Launch Charges

As you are probably aware we have started to use MoGas as a cheaper fuel. We are able to use this in the Robin and SuperCub, but not the Pawnee.

With effect from 1st June the fuel surcharge will be **REDUCED** by £1 to £2. This means that the fixed charge is reduced to £12.50 whilst the variable stays at £1.20 per 100 ft.. A typical 2,000 ft tow will now be £36.50.

Other charges will also be adjusted downwards to reflect the £1 reduction.

It may be possible to make a further reduction when I have reviewed actual total fuel expenditure per launch.

Graham Morfey

Goodwood Festival of Speed - free entry

'The Festival of Speed is the largest motoring garden party in the world – a unique summer weekend that brings together an impossibly heady mix of cars, stars and motor sport 'royalty' to create the largest car culture event in the world' - so says their website.

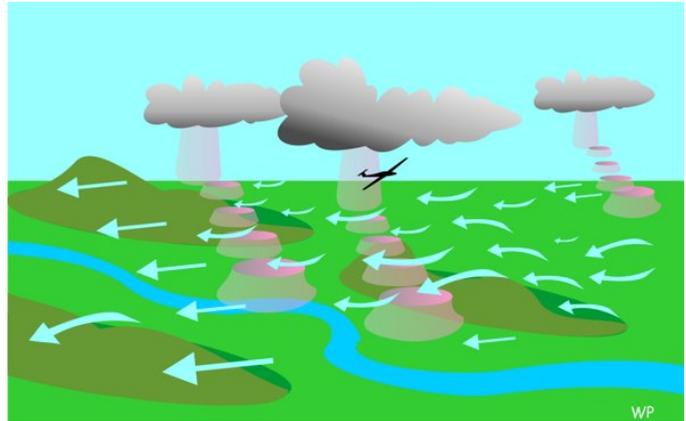
Incorporated in this exciting event is the Aviation Exhibition, to which Booker Gliding Club has been invited, so we are taking the Duo Discus and will also have a stand in the exhibition hall. The show attracts 180,000 visitors from Berks, Bucks, Oxon and beyond, and is a fantastic opportunity to promote gliding.

The price for a ticket is up to £55, and you could get in for free, in exchange for spending some time on the Booker stand. All you need is a pair of comfortable shoes and enthusiasm for your sport. The show runs from **Thursday 28 June to Sunday 1 July** and we will need a team of at least 4 people each day. We will also need help to set up on Wednesday 27 June and take it all down on Monday 2 July. If you can help in any way, please contact Jane Moore as soon as possible or leave your name and contact details at the office.

Jane Moore

It's Not Working! Thermal interference

For members at Talgarth for Booker expedition week one there was a big surprise. In the days before arriving high pressure had been building and the light 5-7kt wind was in the east. Everybody was pretty pessimistic about conditions for the week ahead. Yet on days 1 and 2, with that same light easterly wind, there was usable wave to 8 or 9,000 feet with respectable climbs of 4 to 5 knots. It just goes to show that even if the wind speed near the ground is quite low, given a steadily increasing wind speed profile with height and a 'sandwich' of unstable and stable air –wave will kick off from prominent ridges and mountains. Back in our part of the world, pilots often report running into wave interference. In all likelihood the interference may be caused by a variety of phenomena. Among these are wave, gusty turbulent winds and cooling advecting air flowing out and sinking from an area of very strong convection. (Our Weathermeister Nils Wedi has given a more detailed description of this below.)



Strong gusty winds break up thermals. Usually a widespread effect

Wave interference usually makes its presence felt by the pilot being unable to centre in thermals with enhanced lift for the day on one side of the circle and horrendous sink on the other side. It is often very turbulent. However, these effects are not always attributable to wave. In any sort of a wind, say 15-20 knots, thermals may well be broken up by gusting winds creating very similar effects, especially low down. Some pilots tend to favour the wind/gust explanation for broken thermals rather than wave.

Nevertheless, there may be many days when we are flying XC over the flatlands and modest hills, such as the Cotswolds and the Berkshire Downs, when wave influences conditions more often than we generally recognize.

On Saturday 12 May there was a 10-12 kts north easterly wind. On the second leg of the day's task from Petersfield to Northampton South I thought there was just such isolated wave interference along a line from Thame to Bicester. Thermalling became difficult and climbing slow. It is hard to see how this interference could be caused by wind turbulence alone. First, the wind was not that strong, second, the effects persisted up to about 3,000 feet.



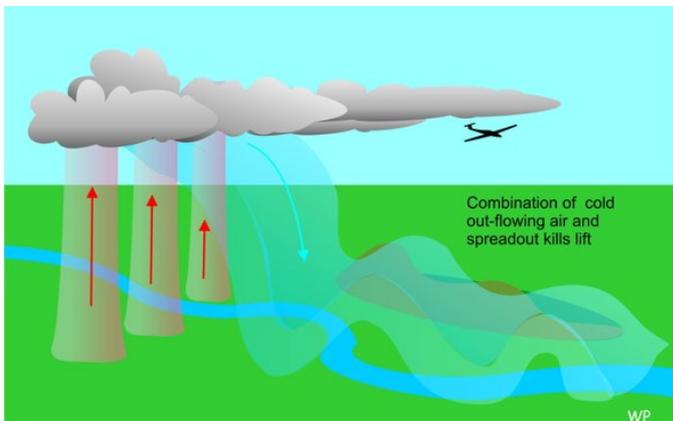
Wave interference usually enhances lift and sink. Usually a local phenomenon related to the terrain

My contention is that given even the momentary establishment of suitable conditions for wave, however localized and short-lived, wave will kick off even from small

ridges and hills. The wave interference encountered on that PTF-NOS leg was immediately downwind of the ridge south of Wescott. I imagine this effect as localized 'streaks' of wave scrambling thermals, exacerbated by local rotor effects and, if the wind is strong enough, ridge and valley turbulence as well. So what to do about it? Obviously if you are in usable thermic lift however rough, go for it and climb. If the wave is formed into the faintest resemblance of a wave bar it may be workable for a climb. But if the wave is only strong enough to interfere with thermals it is much more difficult to decide what to do about it. The main thing is to *do something decisive*. A failure to act can quickly result in a land-out. With this isolated local wave effect in mind I suggest that the quickest way out of it is to fly into the wind where with luck and a short wavelength there will be more of the upwave than downwave. Or alternatively to fly at 90° to the wind to fly off the end of the wave influenced area and back into the consistent airmass. I can't say that this approach always works but I have discovered that failure to identify wave interference and to act quickly puts you into the weeds or onto the ground. And on occasions, more perhaps by luck than good judgement, I have flown fast in a direction that has got me out of it.

I ran this thinking past Nils who was also flying on that day and he pointed to something else that was happening over Brill that day. Elsewhere the convection was exceptionally strong with regular climbs of 7 kts and in some places 10kts. The dominant feature where the soaring became very difficult was a large blue hole with spreadout around the edges and no hint of lift, cloud whisps or haze caps out in the blue. Nils says:

"Strong convection, especially when organized in little squall lines in part of the sky (as I think was the case on Sat 12th) can develop strong and cold downdrafts on the sides of the main convective updraft. These rapidly "fall" down, are dry, and radiate out like a gravity current along the surface (like a local sea-breeze without the sea really, think of a stone thrown in a pond and the subsequent wave ripples). This leads to the formation of what is called in the literature "cold pools" of convection. These can affect the ability to form new thermals for an area up to 10-20km away from the centre of where these formed. Combine this with outflow at the top,



Very strong convection can produce large outflows of cooling sinking air that ripples outwards killing convection

spreadout and the corresponding lack of sunshine on the ground, and the rather wet ground in the area and thus a lack of sensible heat available for new thermals especially if a stream of cold air has just passed, and you will find yourself in a lot of difficulty in a glider. So what do you do, well, like sea-breeze once you realize it is often too late. But certainly you want to arrive high at such an area and glide through. In fact thermals may still be okay at height, but you won't be able to connect low for a while as no new ones form and the old ones slowly decay as they are cut-off from the source. One clue may be that at the front of such gravity currents when they slow down to nearly zero wind, they may actually trigger a thermal. Another clue might be a strange wind-direction experienced in some areas (although it might be too late then if you experience that)." --Nils

So look out for dead blue holes on days of very strong convection, low level gusty winds that break up thermals –though if you can climb through the broken bits it may be better higher up, and if you find yourself soaring on a good day with consistent climbs but suddenly rocking and rolling in turbulence unable to climb and convinced that you have simply lost the knack of centring, maybe it's isolated wave effect and the thing to do is skedaddle.

William

New forecast from Glidemet: Big changes to RASPB changes to RASP

Over the last few months Paul Scorer has been investing a lot of time and money in an upgraded version of RASP UK. The big news that the on-the-day forecast now runs at a resolution of just 2 km, the next-day forecast is now 4km, and there is a new Google Maps-based map viewer—the old “RASP Table”, that you may have bookmarked or linked to directly, no longer works. Please all visit the RASP UK homepage to access forecasts. I would recommend going to the RASP UK homepage and then clicking on the Forecast Maps link, rather than bookmarking directly the maps, as there may be new versions and the older version breaks. Paul states that Chrome is the best browser to use to view the new RASP maps, but others should work.

The change to 2 km and 4 km grid resolutions is a significant. The model is now in the realm of “convection resolving”, particularly for the 2 km on-the-day forecast (4 km, for the “next day” forecast, is a bit borderline still, but a big improvement over the previous 5 km). This means that the model is capable of resolving the type and shape of cumulus clouds, although they will always appear to be a bit on the big side compared to reality (a model in the order of 500 m to 1 km would be needed to be fully accurate).

However, do not think (and I don't suppose any of you would really but I'm just making sure) that the model is capable of saying there will be a cloud of shape x at time y over town z. It isn't. What it is capable of is picking out areas of spreadout versus fine cumulus (best distinguished by using the “normalized surface sun” parameter). Spreadout will be fairly obvious, good cumulus will either be a spotty effect (separate small clouds) or simply blank (100% surface heating, i.e. no shade); spreadout will be large areas of greatly reduced insolation, perhaps with narrow areas of sunlight indicating the edges of larger stratocumulus clouds. Use “Cu Cloudbase where CuPotential >0” to see where (and when—the model is actually pretty good on timing) cu actually should be, and where it will be mostly likely blue. The increased resolution means the model has better knowledge of high ground and forecast different amounts of cu at different heights accordingly. Wave will also be modelled better than ever.

It's worth saying that right now, at the time of posting, RASP is currently down. Always check the top of each map image to make sure it's for the time and day you were expecting to see. Outages might happen from time to time for a week or two while Paul gets all the upgrades playing nicely.

If RASP UK is down you can always use the back-up service, Stratus, run by Darren Hatcher. Currently this still used the 4 and 5 km versions of RASP, and still uses the older RASPTable interface. There a lot of nice tools on Stratus though, my favourite being the excellent “RASP Quality Check” tool, or as I like to think of it, “how's RASP doing?”. Interestingly the new Met Office site has a very similar Verification page

Gary Nutall

Club Communications

We use Yahoo email groups, which we encourage all members to subscribe to, in order to provide a quick way to communicate with the membership. Details are below.

Booker GC Forum – Open to all members to participate. The Forum provides the opportunity to share ideas about the Club. Send an email to: bookergc-forum-subscribe@yahoogroups.com and *include your membership number when applying.*

Booker GC Expeditions – Open to all members to participate. Send an email to: bookergc-Expeditions-subscribe@yahoogroups.com and *include your membership number when applying.*

Booker GC X-C – Targeted towards those pilots who fly cross-country or who aspire to develop their cross-country skills. Send an email to: bookergc_xc-subscribe@yahoogroups.com and *include your membership number when applying.*

Booker GC Instructors – This is for Booker instructors only to easily email each other. Mainly used for swapping duty days. Send an email to: BookerGC_Instructors-subscribe@yahoogroups.com and *include your membership number when applying.*

The **Booker GC website** at www.bookergliding.co.uk has a Members Page. This contains the latest Club news snippets and links to previous newsletters, meeting minutes and several useful and informative Club documents. The Members page is accessible to everybody (not just members) but certain documents, such as committee minutes need a user i/d and password. To obtain these, go to the members page and click on the 'email Administrator' link. Don't forget to *include your membership number.*

For the latest news about what's happening check out <http://bookergc.blogspot.com/>.

*** All view expressed within the newsletter are those of the contributor and do not necessarily represent the view of the Club or committee ***

Contributions to the newsletter are welcome. If you'd like to submit an article for a future edition please send it to William Parker by email at (william.parker5@btinternet.com).

Published by Booker Gliding Club
WYCOMBE AIR PARK, MARLOW, BUCKS SL7 3DP
Office Tel: 01494 442501/529263
Booker Gliding Club Ltd, t/a Booker Gliding Centre
is a company registered in England with company number 1492733
Registered office address: Wycombe Air Park, Booker, Marlow, Bucks, SL7 3DP
VAT number: 350 4182 83

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